SUZUKI

OWNER'S MANUAL

FS50

WARNING

THIS MOTORCYCLE IS DESIGNED FOR OPERATION BY A SOLO RIDER ONLY WITH A MAXIMUM WEIGHT OF 70KG (154 LBS).

FOREWORD

Thank you very much for choosing SUZUKI FS50 from among many others. This manual is specially intended for the riders of SUZUKI FS50.
Since almost all necessary instructions for the FS50 riding are here, please go through this manual before you rehearse riding, and familialize yourself to the machine.
Avail yourself of SUZUKI dealer to perform inspections and maintenance of your machine to ensure safe riding. The dealer has a thorough knowledge of the maintenance standard of SUZUKI MOTOR CO., LTD.

SUZUKI MOTOR CO.,LTD.

Please read this manual and follow its instructions carefully.

To emphasize special information the words WARNING, CAUTION and NOTE carry special meanings and should be carefully reviewed.

WARNING . . . . . The personal safety of the rider may be involved. Disregarding this information could result in injury to the rider.

CAUTION. . . . . These instructions point out special service procedures or precautions that must be followed to avoid damaging the machine.

NOTE . . . . . Special information to make maintenance easier or important instructions more clear.

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All information, illustrations, photographs and specifications contained in this manual are based on the latest product information available at the time of publication. Due to improvements or other changes, there may be some discrepancies in this manual. Suzuki reserves the right to make changes at any time.

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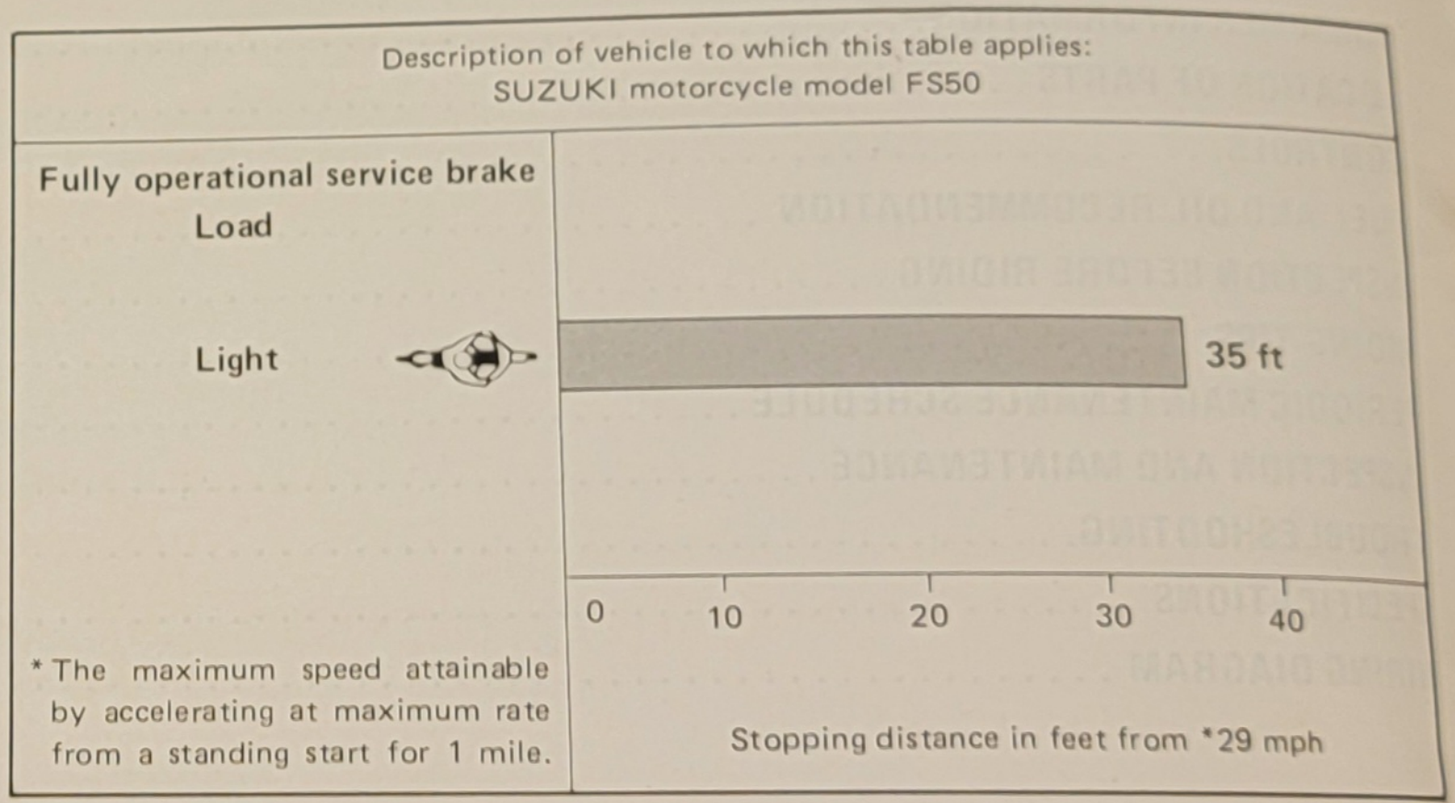
VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies, without locking the wheels, under different conditions of loading.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.



ACCELERATION AND PASSING ABILITY

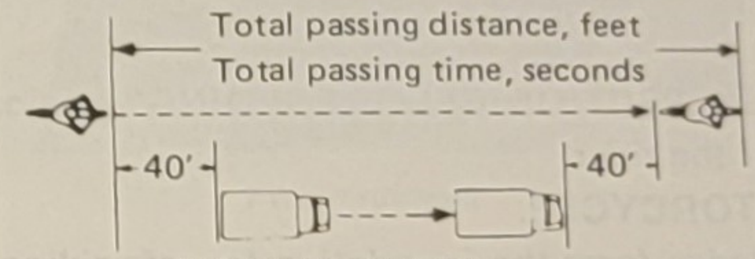
This figure indicates passing times and distances that can be met or exceeded by the vehicle to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

NOTICE: The information presented represents results obtainable by skilled driver under controlled road and vehicle conditions, and the information may not be correct under other conditions.

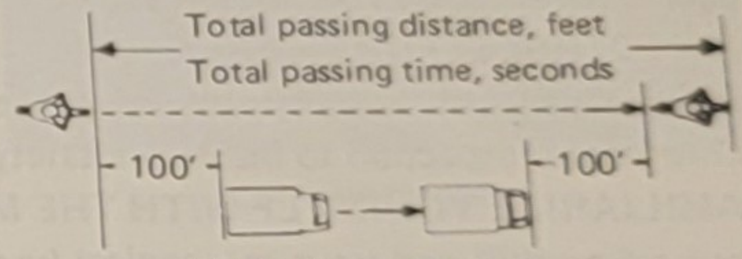
Description of vehicle to which this table applies: SUZUKI motorcycle model FS50	Summary Table Low-speed pass. . . . . 592 feet, 15.5 seconds High-speed pass. . . . . Not capable

Low-speed: Initial speed: 20 mph
Limiting speed: 35 mph



55' truck constant
20 mph

High-speed: Initial speed: 50 mph
Limiting speed: 80 mph



55' truck constant
50 mph

SAFE-RIDING RECOMMENDATION FOR MOTORCYCLE RIDERS

Motorcycle riding is great fun and an exciting sport. Motorcycle riding also requires that some extra precautions be taken to insure the safety of the rider. These precautions are:

WEAR A HELMET.

Motorcycle safety equipment starts with a quality safety helmet. One of the most serious injuries that can happen is a head injury. ALWAYS wear a properly approved helmet. You should also wear suitable eye protection.

RIDING APPAREL.

Loose fancy clothing can be uncomfortable and unsafe when riding your motorcycle. Choose good quality motorcycle riding apparel when riding your motorcycle.

INSPECTION BEFORE RIDING.

Review thoroughly the instructions in the "INSPECTION BEFORE RIDING" section of this manual. Do not forget to perform an entire safety inspection to insure the safety of the rider.

FAMILIARIZE YOURSELF WITH THE MOTORCYCLE.

Your riding skill and your mechanical knowledge form the foundation for safe riding practices. We suggest that you practice riding your motorcycle in a nontraffic situation until you are thoroughly familiar with your machine and its controls. Remember practice makes perfect.

KNOW YOUR LIMITS.

Ride within the boundaries of your own skill at all times. Knowing these limits and staying within them will help you to avoid accidents.

BE EXTRA SAFETY CONSCIOUS ON BAD WEATHER DAYS.

Riding on bad weather days, especially wet ones, requires extra caution. Braking distances double on a rainy day. Stay off of the painted surface marks, manhole covers and greasy appearing areas as they can be especially slippery. Use extreme caution at railway crossings and on metal gratings and bridges. Whenever in doubt about road conditions, slow down!

MOTORCYCLE SAFETY FOUNDATIONS "RIDING TIPS FOR THE MOTORCYCLIST" HANDBOOK.

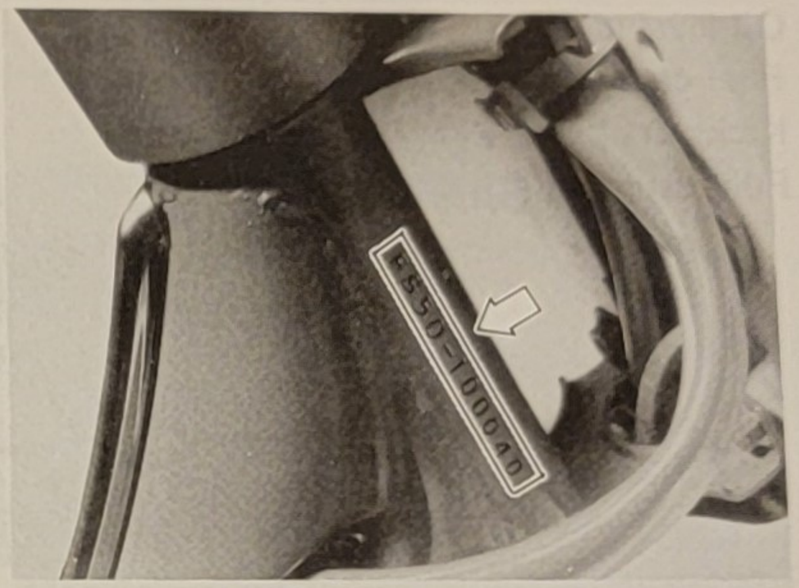
This special manual, supplied in the pouch with your Owner's Manual, containes safety tips on a wide variety of topics. This manual can increase your riding enjoyment and safety and should be read thoroughly.

THIS MOTORCYCLE IS NOT EQUIPPED OR DESIGNED TO CARRY A PASSENGER.

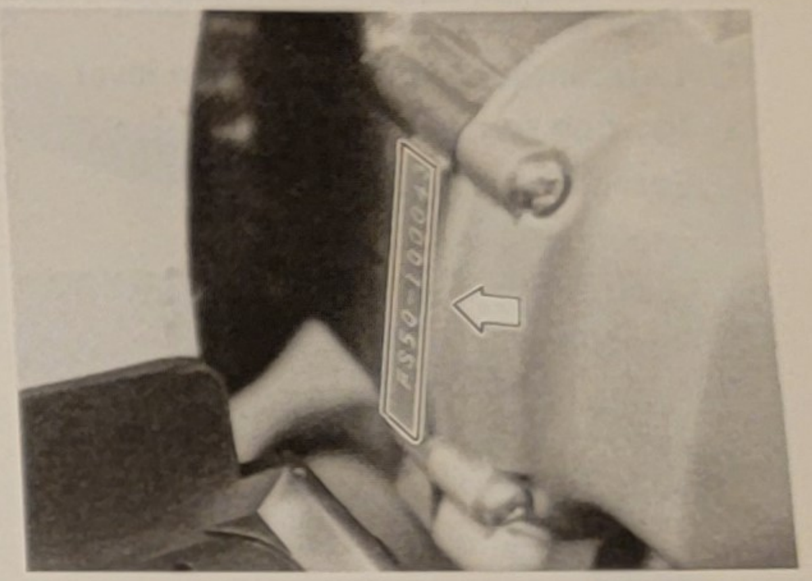
SERIAL NUMBER LOCATION

The frame and/or engine serial numbers are used to register the motorcycle. They are also used to assist your dealer when ordering parts or referring to special service information.

The frame number is stamped on the steering head tube. The engine serial number is stamped on the left side of the crankcase assembly.

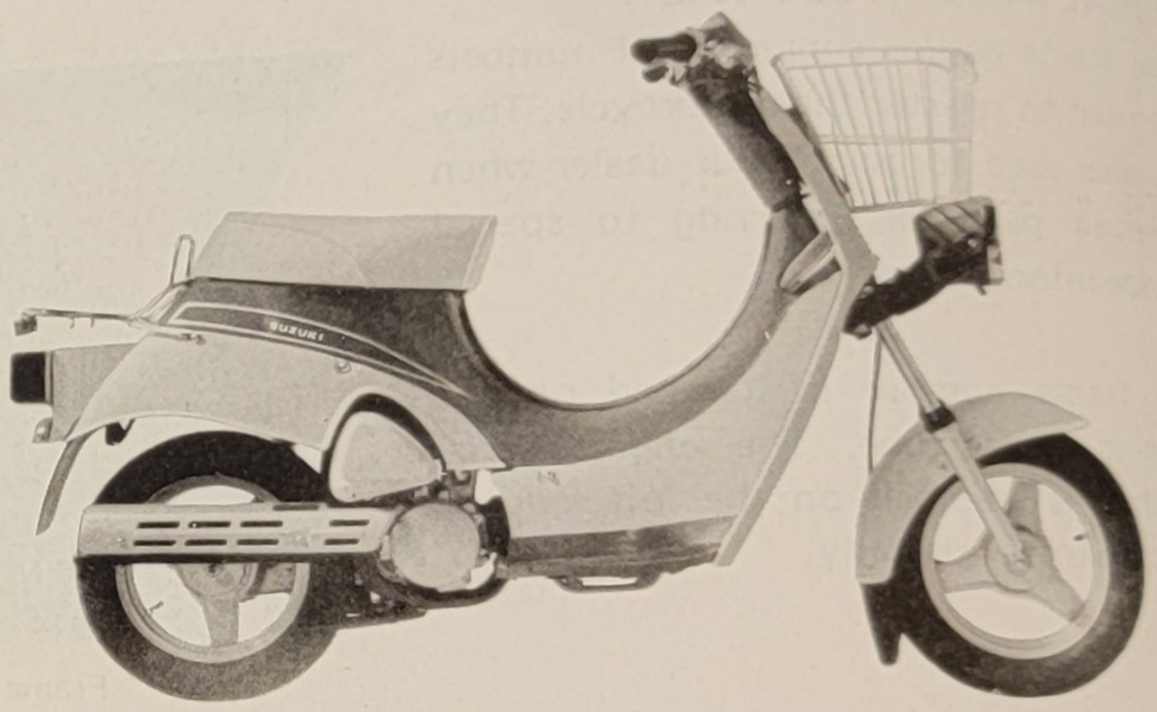


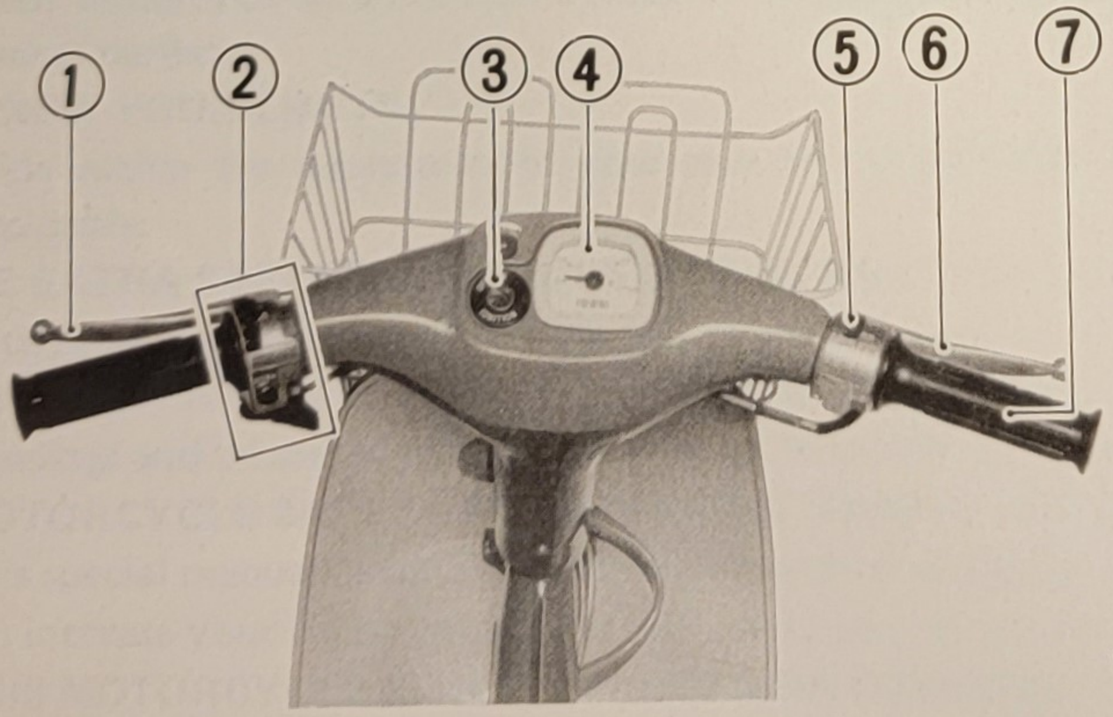
Frame number

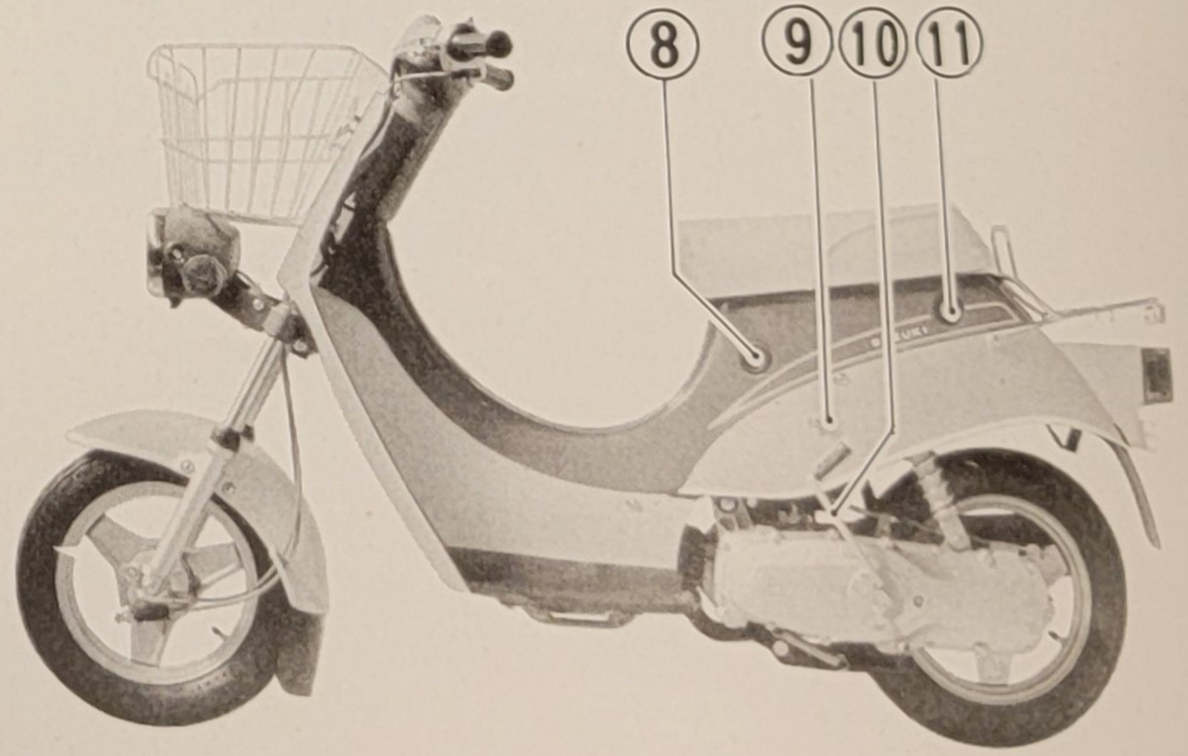


Engine number

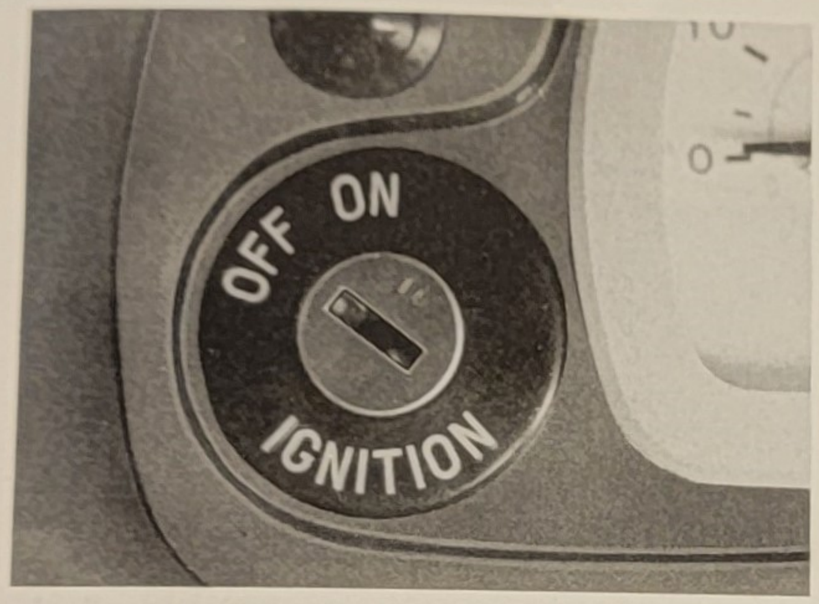
① Rear brake lever
② Lefthandle switch and choke lever
③ Ignition switch
④ Speedometer
⑤ Engine kill switch
⑥ Front brake lever
⑦ Throttle grip
⑧ Oil level gauge
⑨ Fuel cock
⑩ Kickstart pedal
⑪ Fuel gauge







IGNITION SWITCH



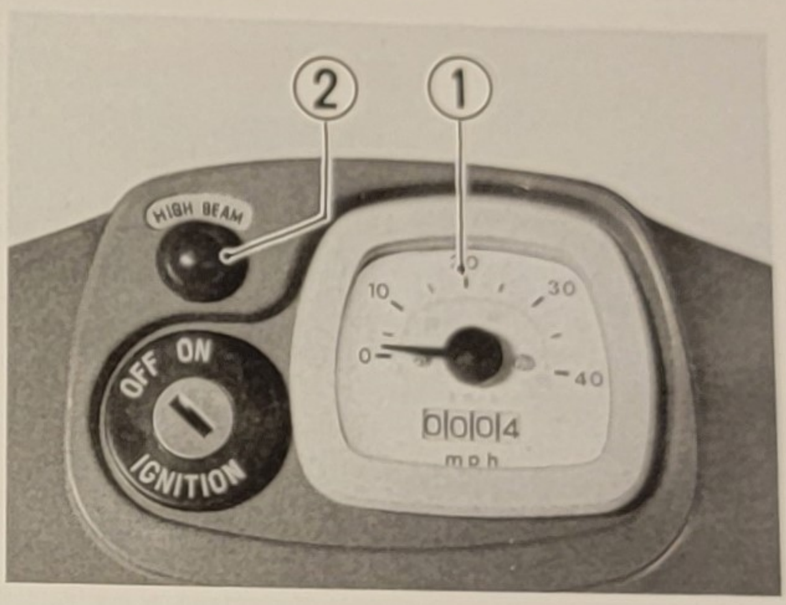
"OFF" POSITION

All electrical circuits are disconnected.

"ON" POSITION

The ignition circuit is completed and the engine can now be started. The headlight and taillight will be lit when the engine starts and will remain lit as long as the engine is operating.

INSTRUMENT PANEL



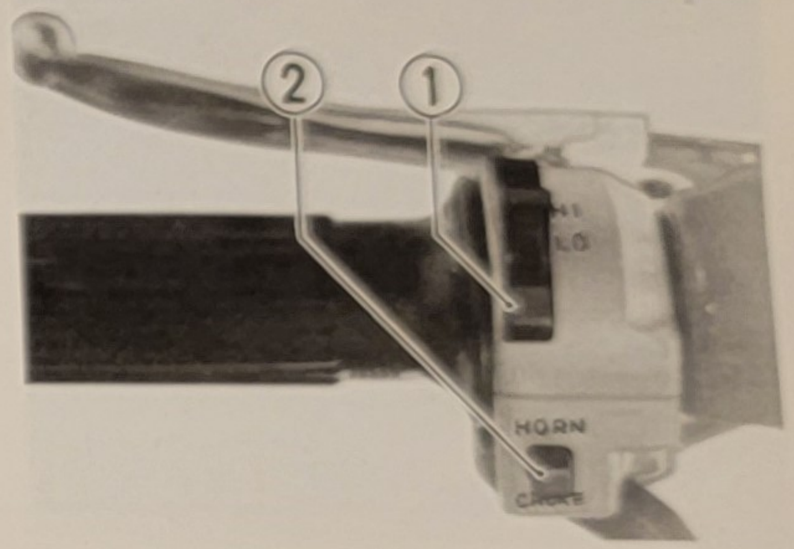
SPEEDOMETER ①

The speedometer indicates the road speed in miles per hour and kilometers per hour.

HIGH BEAM INDICATOR LIGHT ②

The blue indicator light will be lit when the headlight high beam is turned on.

LEFT HANDLEBAR SWITCH



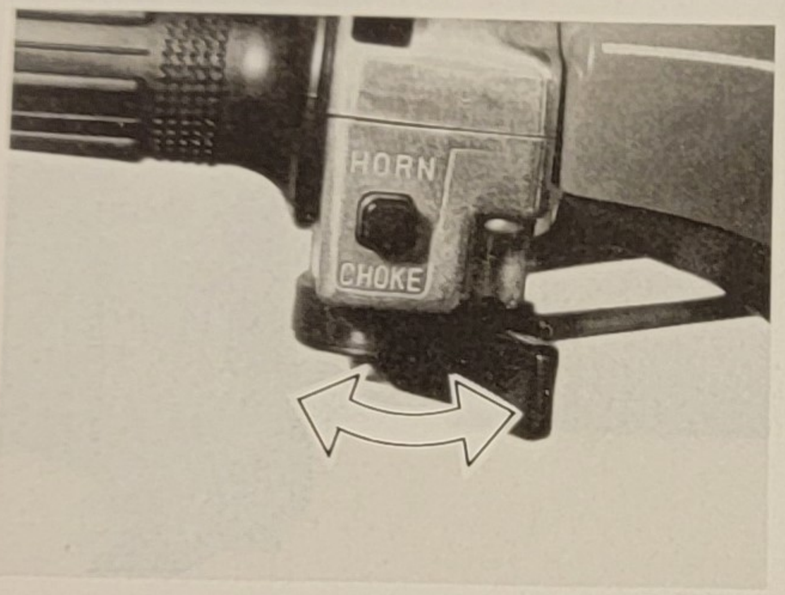
DIMMER SWITCH ①

The headlight will always be lit when the ignition switch is in the "ON" position and the engine operating. When the dimmer switch is moved to the "HI" position, the high beam will be lit. At the same time that the high beam is lit, the high beam indicator will also light. When the dimmer switch is moved to the "LO" position, the low beam will be lit.

HORN BUTTON ②

Press the button to honk the horn.

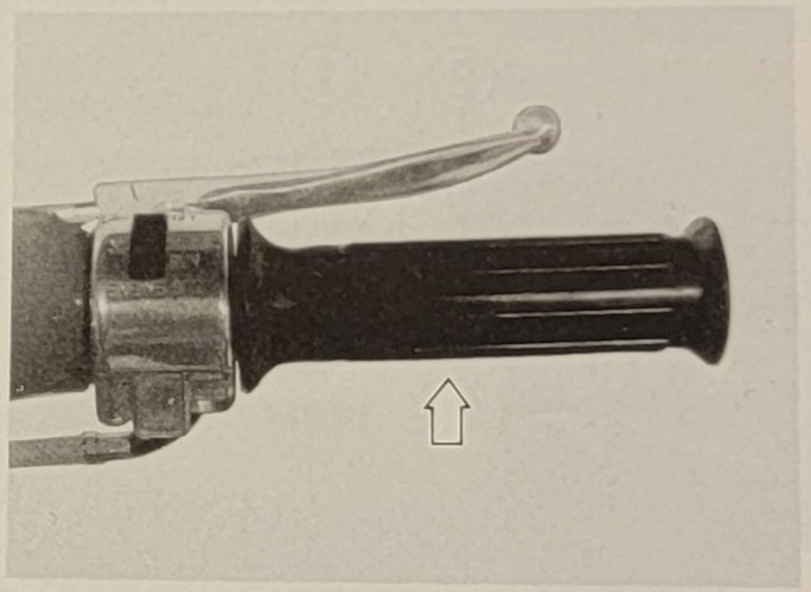
CARBURETOR CHOKE LEVER



The FS50 carburetor is equipped with a "choke" system to provide easy starting. When starting a cold engine, pivot the choke lever all the way left.

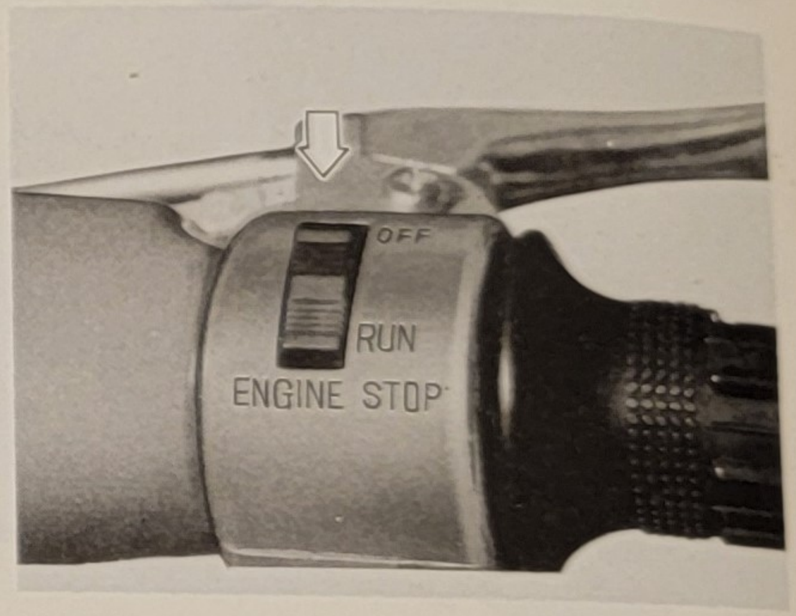
The choke system will operate only when the throttle is in the closed position as opening the throttle will bypass the choke system. When the engine is warm, the choke system does not need to be used for starting.

THROTTLE GRIP



Engine speed is controlled by the position of the throttle grip. Twist it towards you to increase engine speed. Turn it away from you to decrease the engine speed.

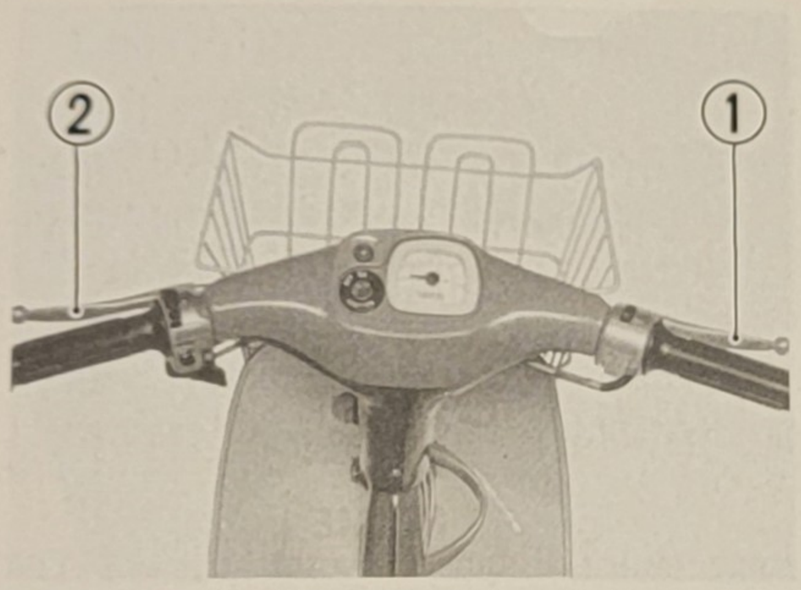
ENGINE KILL SWITCH



The engine "kill switch" is located on the top of the right handlebar grip switch housing. This is a "rocker" style switch which pivots in the center.

In the "RUN" position the ignition circuit is on and the engine will operate. The switch is intended primarily as a safety or emergency switch.

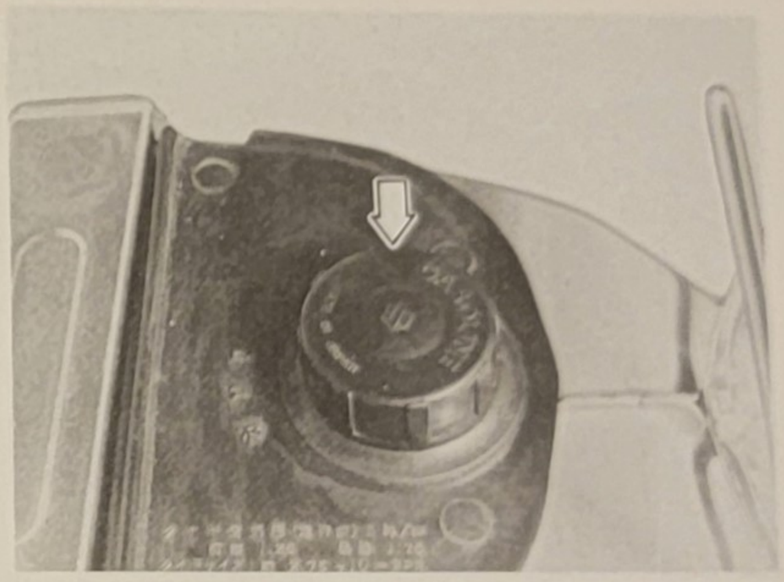
BRAKE LEVERS



① Front brake
② Rear brake

The brake is applied by squeezing the brake lever gently towards the grip. The brake light will be lit when the lever is squeezed inward.

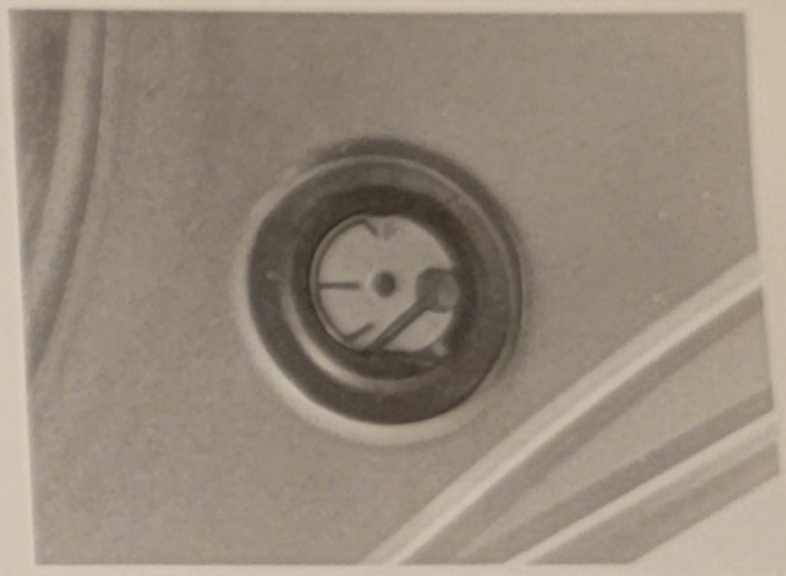
FUEL TANK CAP



To open the fuel tank cap, open the seat, turn the cap counter-clockwise and remove it. To install the cap, push down and turn it clockwise.

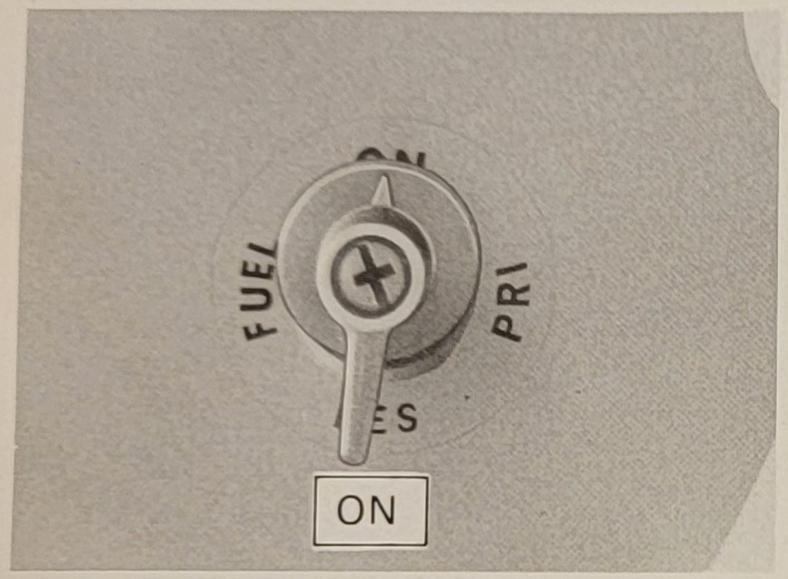
WARNING:
When re-fueling, always shut the engine off and turn the ignition key to the "OFF" position. Never re-fuel around an open flame.

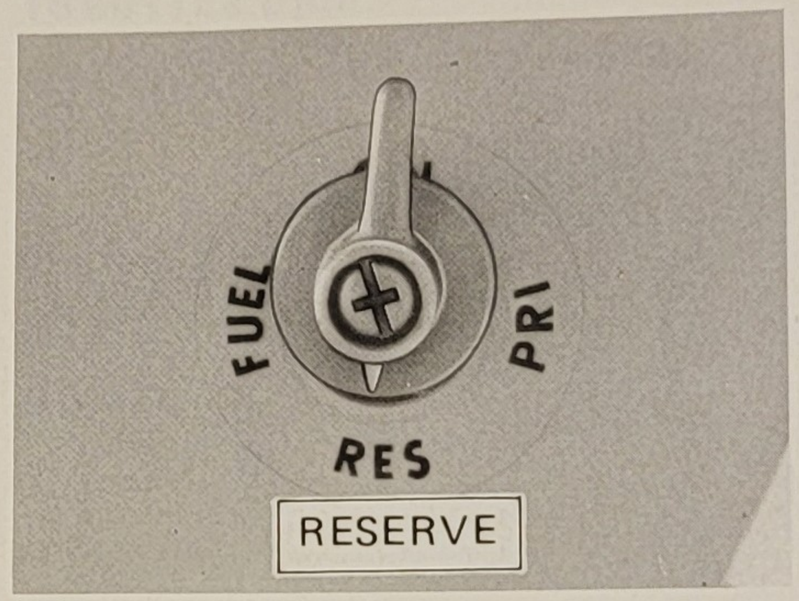
FUEL GAUGE

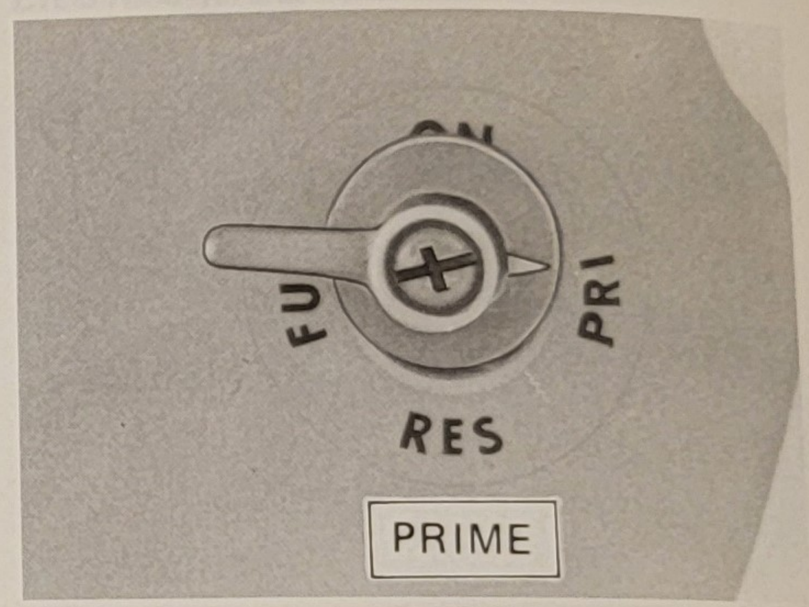


The fuel gauge indicates the amount of gasoline remaining in the fuel tank. The "E" mark indicates the tank is empty or nearly so. The "F" mark indicates the fuel tank is full.

FUELCOCK







The FS50 is equipped with an automatic type, diaphragm style fuelcock. There are three positions: "ON", "RESERVE" and "PRIME".

"ON"

The normal position for the fuelcock lever is on the "ON" position. In this position, no fuel will flow from the fuelcock to the carburetor unless the engine is running or being started.

"RESERVE"

If the fuel level in the tank is too low, turn the lever to the "RESERVE" position to use the 0.3 L (0.3/0.3 US/Imp qt) of reserve fuel supply. In this position, no fuel will flow from the fuelcock to the carburetor unless the engine is running or being started.

"PRIME"

If the motorcycle has run out of fuel or has sat for an extended period, there may not be any gasoline in the carburetor. In this instance the fuelcock lever should be moved to the "PRIME" position. This will allow the fuel to flow directly into the carburetor even though the engine is not operating. Upon starting the engine, be sure to return the lever to the "ON" position or, if necessary, to the "RESERVE" position.

CAUTION:
Leaving the fuelcock in the "PRIME" position may cause the carburetor to overflow and fuel to run into the engine. It is possible that fuel running into the engine may cause severe mechanical damage when the engine is started.

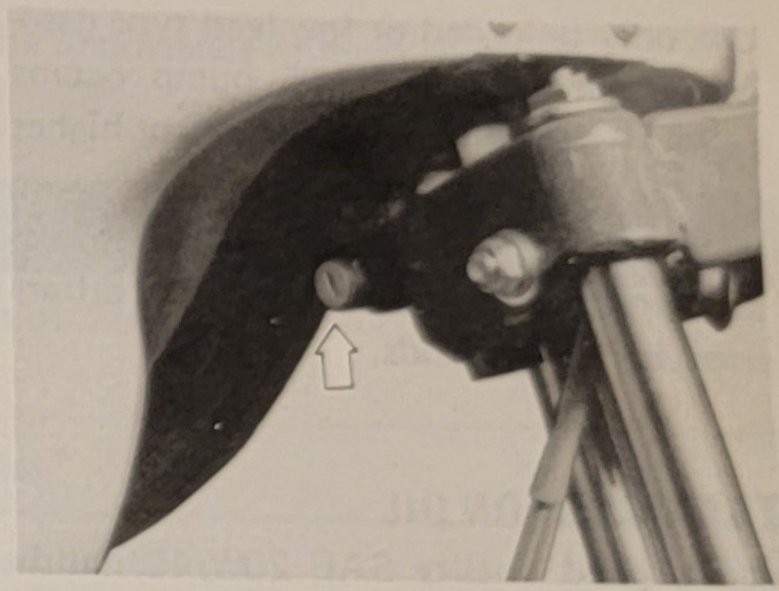
NOTE: After switching the fuel tank supply to the "RESERVE" position, it is advisable that the tank be refilled at the closest gas station. After re-fueling, be sure to move the fuelcock lever to the "ON" position.

KICKSTART PEDAL

Kickstart pedal is located on the left side of the engine, To start the engine pull the rear brake lever towards the grip and depress the kickstart pedal forcefully.

WARNING:
After starting the engine, check that the kickstart pedal is returned to its normal position.

STEERING LOCK



To lock the steering, turn the steering handlebar all the way to the left, insert the ignition switch key in the steering lock and turn counterclockwise. Do not forget to lock the steering when parking the motorcycle.

FUEL

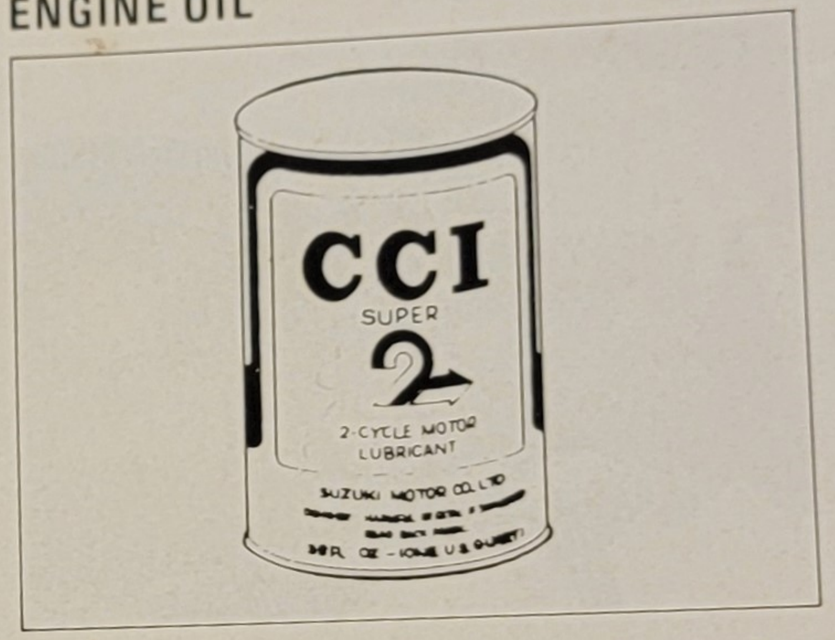
Use only unleaded or low-lead type gasoline of at least 85 – 95 pump octane ($\frac{R+M}{2}$ method) or 89 octane or higher rated by the Research method.

If engine pinging is experienced, substitute another brand as there are differences between brands.

TRANSMISSION OIL

Use a good quality SAE 20W/40 multigrade motor oil.

ENGINE OIL



Use SUZUKI CCI SUPER 2-CYCLE MOTOR LUBRICANT or an equivalent good quality synthetic based 2-cycle oil.

INSPECTION BEFORE RIDING

Before riding the motorcycle, be sure to check the following items. Never underestimate the importance of these checks. Perform all of them before riding the machine.

WHAT TO CHECK	CHECK FOR
Steering	1) Smoothness 2) No restriction of movement 3) No play or looseness
Brakes	1) Proper lever play 2) No "sponginess"
Tires	1) Proper pressure 2) Adequate tread depth 3) No cracks or cut spots
Fuel	Enough fuel
Lighting	Operation of all lights – HEADLIGHT, TAILLIGHT, BRAKE LIGHT
Indicator Light	High beam
Horn and "Kill Switch"	Proper function
Engine Oil	Enough oil
Throttle	1) Proper play in the throttle cable 2) Smooth operation and positive return of the throttle grip to the closed position
Battery	Proper solution level

BREAK-IN

Suzuki parts are manufactured with the best possible materials. All machined parts are finished to a very fine tolerance. It is necessary to allow these moving parts to "break-in" before subjecting the engine to full throttle stresses. The ultimate performance and reliability of the engine depends on the special care and proper restraint exercised during the break-in period. The general operating rules are as follows:

Break-in distance Initial 1,000 km (600 miles)
Break-in speed limit on high speed gear 25 km/h (16 miles/h)

During the break-in period, the engine speed should be fluctuated and not held at a constant speed. This allows the engine parts to be "loaded" with pressure and then the pressure is decreased and the parts can cool. This aids the mating process of the parts. It is essential that some stress be placed on the engine components during break-in to insure this mating process. Operating the engine at constant low speed (light load) can cause the parts to glaze and not seat properly. After the engine has been operated for 1,000 km (600 miles), the motorcycle can be subjected to full throttle operation for short periods of time.

STARTING THE ENGINE

Check that the fuelcock lever is in the "ON" position and that the engine kill switch is in the "RUN" position. Insert the ignition key into the ignition switch and turn it clockwise one notch to the "ON" position.

When the engine is cold

Pivot the carburetor choke lever all the way left. Pull the rear brake lever towards the grip. Close the throttle completely. Depress the kickstart pedal quickly and engine will start. Return the choke lever all the way back to its normal disengaged position approximately 30 seconds after the engine starts. In extremely cold weather it may be necessary to use the choke longer than 30 seconds.

When the engine is warm

Pull the rear brake lever towards the grip. Open the throttle slightly and depress the kickstart pedal quickly. Operation of the carburetor choke system is usually not necessary when the engine is warm.

WARNING:

- **Before starting the engine, place the motorcycle on the center stand. Stand to the left of the motorcycle and depress the kick-start pedal with the right foot.**
- **Leave the motorcycle on the center stand during warm up.**
- **Pull the rear brake lever towards the grip when rolling the motorcycle off the center stand.**

WARNING:

Do not run the engine indoors where there is little or no ventilation available. Carbon monoxide fumes are extremely poisonous. Never leave the motorcycle running while unattended, even for a moment.

STARTING OFF

Twist the throttle grip towards you gently and the motorcycle will start.

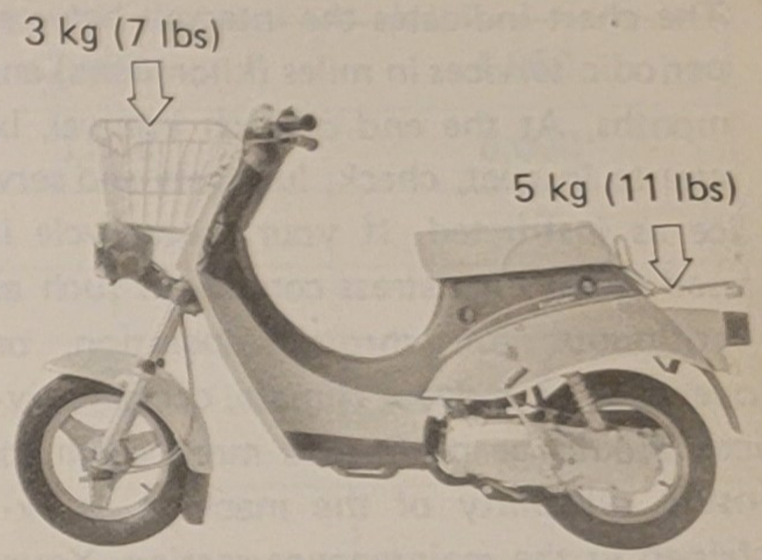
USING THE BRAKES AND PARKING

1. Twist the throttle grip away from yourself to close the throttle completely.
2. Apply the front and rear brakes evenly and at the same time.
3. Turn the ignition switch to the "OFF" position to stop the engine.
4. Remove the ignition key from the switch.
5. Lock the steering for security.

NOTE: Inexperienced riders tend to use the rear brake only. This can lead to premature brake wear and excessive stopping distances.

WARNING:
Using only the front or rear brake is dangerous and can cause skidding and loss of control.
Apply the brakes lightly and with great care on slippery surfaces and at all corners. Any abrupt braking on slippery or irregular roads can be particularly dangerous.

LOADING



Do not load more than 3 kg (7 lbs) on the front carrier and 5 kg (11 lbs) on the rear.

WARNING:
Operating the motorcycle overloaded will decrease riding stability and can lead to loss of control.

MAINTENANCE SCHEDULE

The chart indicates the intervals between periodic services in miles (kilometers) and months. At the end of each interval, be sure to inspect, check, lubricate and service as instructed. If your motorcycle is used under high stress conditions such as continuous full throttle operation, or operation in a dusty climate, certain services should be performed more often to insure reliability of the machine as explained in the maintenance section. Your Suzuki dealer can provide you with further guidelines. Steering components, suspension and wheel components are key items and require very special and careful servicing. For maximum safety we suggest that you have these items inspected and serviced by your authorized Suzuki dealer.

CAUTION:
Periodical inspections may reveal one or more parts that may need replacement. Whenever replacing parts on your motorcycle, it is recommended that you use Genuine Suzuki replacement parts or their equivalent. Whether you are an expert or do-it-yourself mechanic, SUZUKI recommends that those items on the Inspection Chart marked with an asterisk (*), be performed by your authorized Suzuki dealer. You may perform the unmarked items easily by referring to the instructions in this section.

WARNING:
Proper break-in maintenance (600 miles or 1,000 km) is a MANDATORY item for making certain that your machine is reliable and gives full performance at all times. Be sure that this periodic maintenance is performed thoroughly and in accordance with the instructions in this manual.

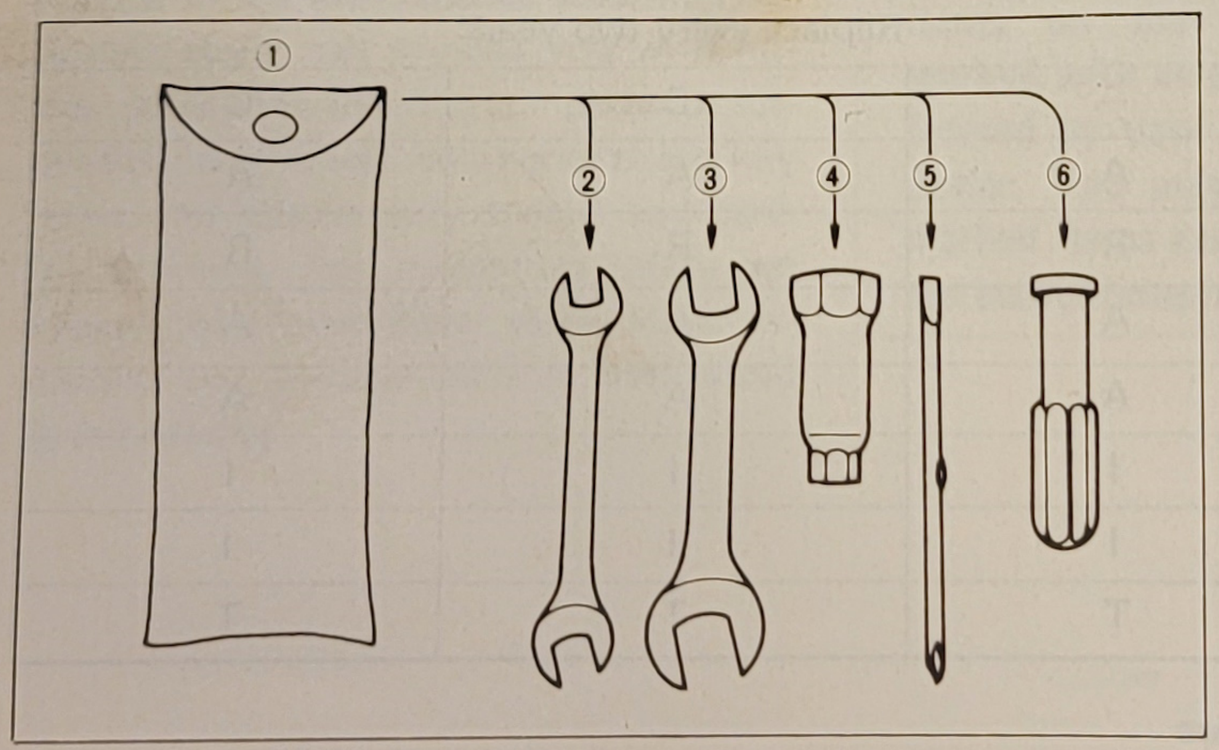
Interval: This interval should be judged by odometer reading or months, whichever comes first.	miles	600	2,000	4,000
	km	1,000	3,000	6,000
	month	2	6	12
* Battery (Specific gravity of electrolyte)		I	I	I
* Cylinder head nuts & exhaust pipe bolts		T	T	T
* Cylinder head & cylinder		–	C	C
Spark plug		C	C & A	R
* Fuel line		Replace every two years.		
Air cleaner		–	C	C
Throttle cable		A	A	A
Transmission oil		R	R	R
Carburetor idle rpm		A	A	A
Brakes		A	A	A
Tires		I	I	I
* Steering		I	I	I
* Chassis bolts & nuts		T	T	T

NOTE: T = Tighten, A = Adjust, C = Clean, I = Inspect, R = Replace

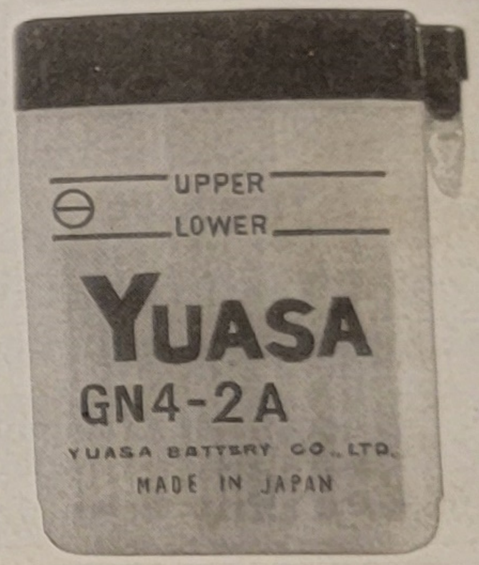
TOOLS

To assist you in the performance of periodic maintenance, a tool kit is supplied and is located under the seat. The tool kit consists of the following items.

Ref. No.	Item
①	Tool bag
②	10 x 12 open end wrench
③	14 x 17 open end wrench
④	Spark plug wrench
⑤	Combination screw driver
⑥	Screw driver handle



BATTERY



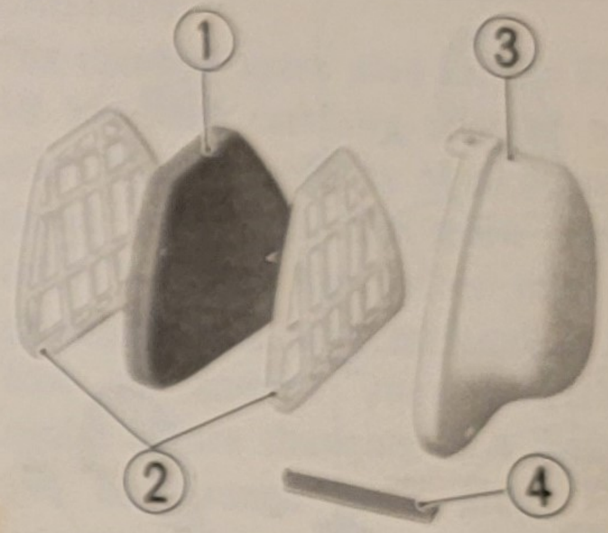
The battery solution level may be inspected by opening the seat. The solution level must be kept between the upper and lower level lines at all times. If the solution level is below the lower limit line, add ONLY distilled water up to the upper limit line. NEVER use tap water.

WARNING:
Once the battery has been initially serviced, NEVER add diluted sulphuric acid.

NOTE: Initial 600 miles (1,000 km) and every 2,000 miles (3,000 km) have your dealer check the specific gravity of the battery's cells with a battery hydrometer. This will determine the exact condition of each of the three (3) cells.

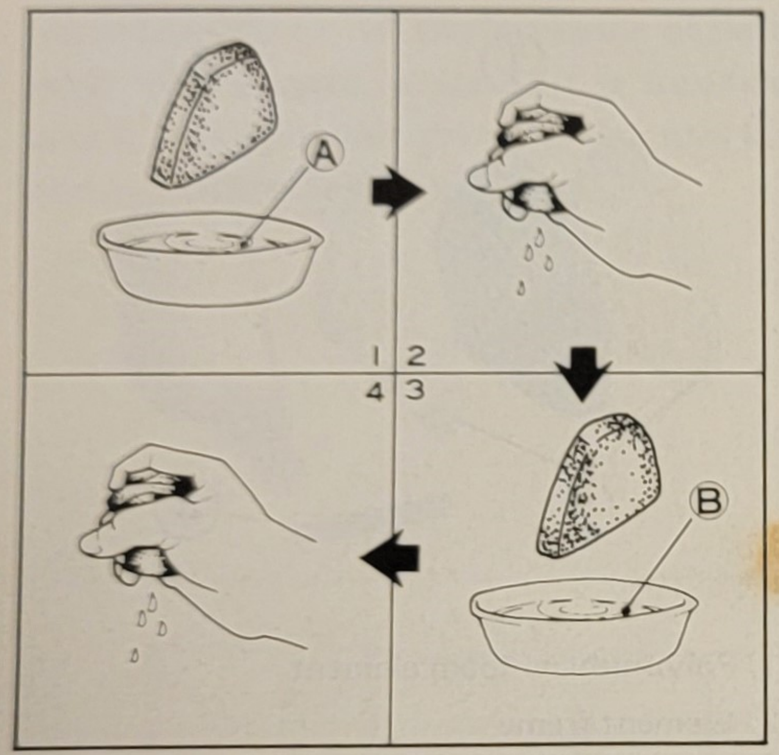
AIR CLEANER

The air cleaner element used in the FS50 is a foam type. If the element has become clogged with dust, intake resistance will increase with a resultant decrease in power output and an increase in fuel consumption due to the richer mixture. Check and clean the air cleaner element every 2,000 miles (3,000 km) according to the following procedure.



① Polyurethane foam element
② Element frame
③ Cleaner case cover
④ Slipper

(1) Slide the slipper and remove the cleaner case cover.
(2) Take out the air cleaner element with the element frame.



Ⓐ Non flammable cleaning solvent

Ⓑ Motor oil

Washing the element

Wash the elements as follows:

(1) Fill a washing pan of a proper size with non-flammable cleaning solvent. Immerse the element in the solvent and wash it clean.

(2) Squeeze the solvent off the washed element by pressing it between the palms of both hands: Do not twist and wring the element or it will develope fissures.

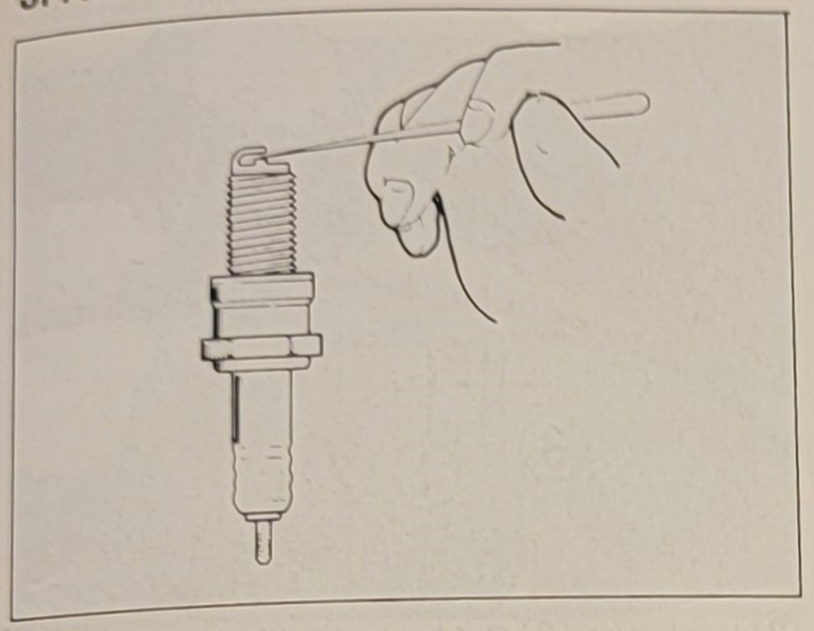
(3) Immerse the element in a pool of motor oil, and squeeze the oil off the element to make it slightly wet with the oil.

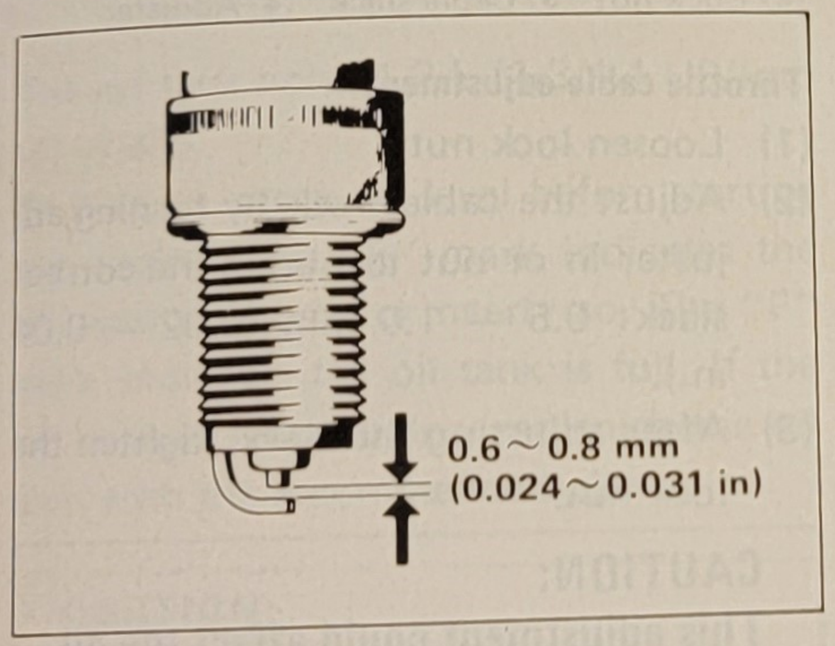
CAUTION:
Before and during the cleaning operation, carefully examine the element for any tears in the material. A torn element must be replaced with a new one.

(4) Reinstall the cleaned element in reverse order of removal. Be absolutely sure that the element is securely in position and is sealing properly.

CAUTION:
If driving under dusty conditions, the air cleaner element must be cleaned more frequently. NEVER OPERATE THE ENGINE WITHOUT THE ELEMENT IN POSITION. Operating the engine without the air cleaner element will increase engine wear. Always be sure that the air cleaner element is in excellent operational condition at all times. The life of the engine depends largely on this single component.

SPARK PLUG





Initial 600 miles (1,000 km), remove the carbon deposits from the spark plug with a small wire brush or a spark plug cleaning machine. Every 2,000 miles (3,000 km), readjust the spark plug gap to 0.6 – 0.8 mm (0.024 – 0.031 in.) by using a spark plug gap thickness gauge. The spark plug should be replaced every 4,000 miles (6,000 km).

Whenever removing the carbon deposits, be sure to observe the operational color of spark plug's porcelain tip. This color tells you whether or not the standard spark plug is suitable for your type of usage. If the standard spark plug is wet appearing or very dark in color, the hotter spark plug may be more suitable. A normal operating spark plug should be very light gray in color. If the spark plug is very white or glazed appearing, then it has been operating much too hot. This spark plug should be replaced with the colder plug.

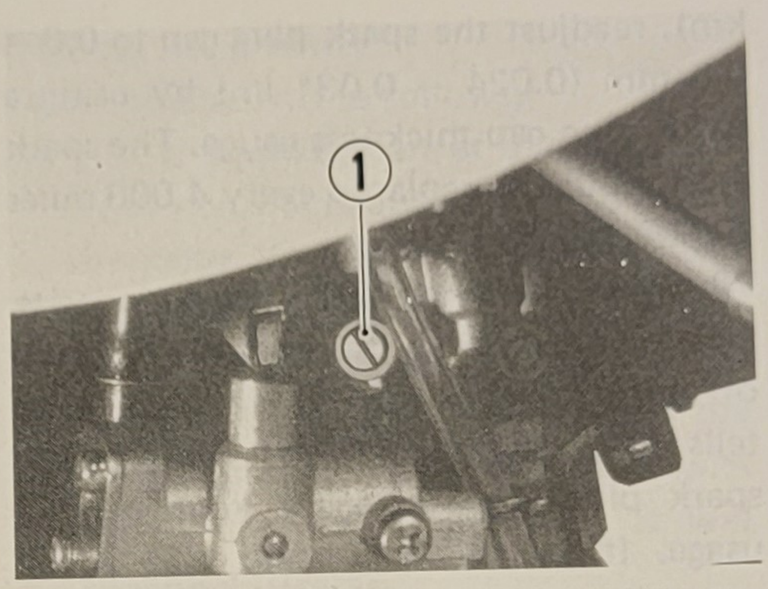
CAUTION:
The standard spark plug for the FS 50 has been carefully selected to meet the vast majority of all operational ranges. If the spark plug color indicates that other than a standard spark plug be used, it is best to consult your SUZUKI dealer before changing to a different heat range spark plug. The selection of an improper spark plug can lead to severe engine damage. Selecting another brand of spark plug other than NGK or Nippon Denso, may also lead to operational difficulties. You should consult your authorized SUZUKI dealer before selecting an alternate brand.

NGK	NIPPON DENSO	REMARKS
BP-2HA	W9FP-UL	If the standard plug is apt to get wet, replace with this plug.
BP-4HA	**W14FP-UL**	**Standard**
BP-5HA	W16FP-UL	If the standard plug is apt to overheat, replace with this plug.

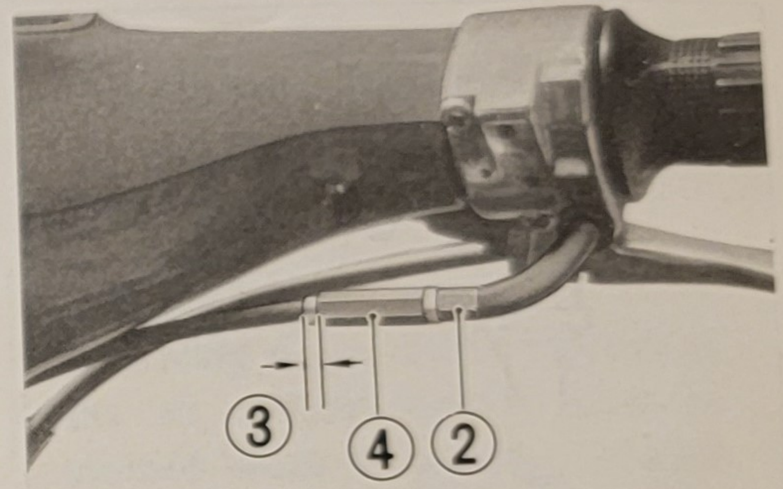
CARBURETOR

The carburetor is pre-set at the factory for proper carburetion. Do not tamper with the mixture adjustments.

Two adjustments are required: idle RPM and throttle cable play. Adjust the idle RPM and cable play at the initial 600 miles (1,000 km) and every 2,000 miles (3,000 km).



① Throttle stop screw



② Lock nut ③ Cable slack ④ Adjuster

Carburetor idle rpm adjustment

(1) Start up the engine and warm it up.
(2) After engine warms up, turn the throttle stop screw in or out so that engine may run at 1,450 – 1,750 rpm.

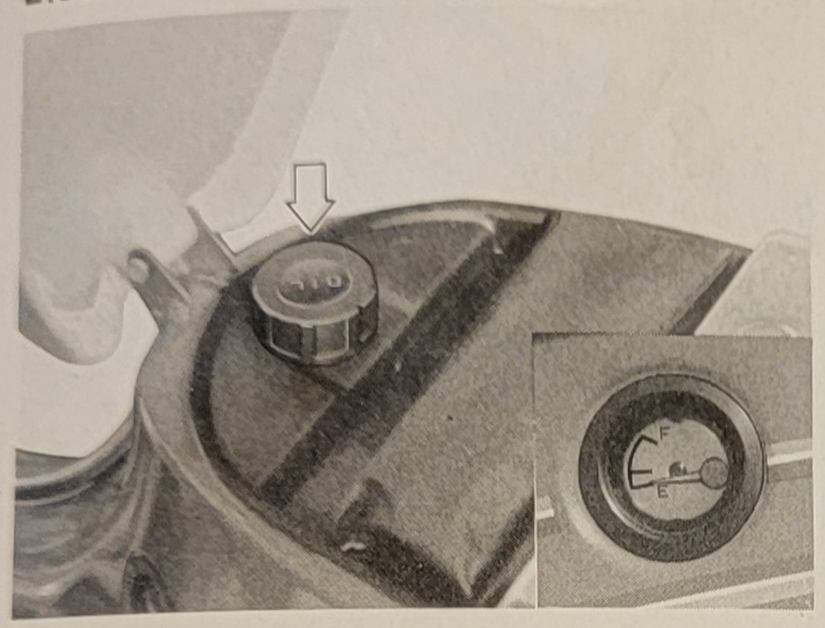
CAUTION:
***SUZUKI recommends that this adjustment should be performed by your authorized SUZUKI dealer.**
***If you have a tachometer, you can do this adjustment by referring to the procedures described above.**

Throttle cable adjustment

(1) Loosen lock nut.
(2) Adjust the cable slack by turning adjuster in or out to obtain the correct slack: 0.5 – 1.0 mm (0.02 – 0.04 in.).
(3) After adjusting the slack, tighten the lock nut.

CAUTION:
This adjustment could affect the oil pump lever adjustment.
Therefore, readjust the oil pump lever cable as necessary.

ENGINE OIL

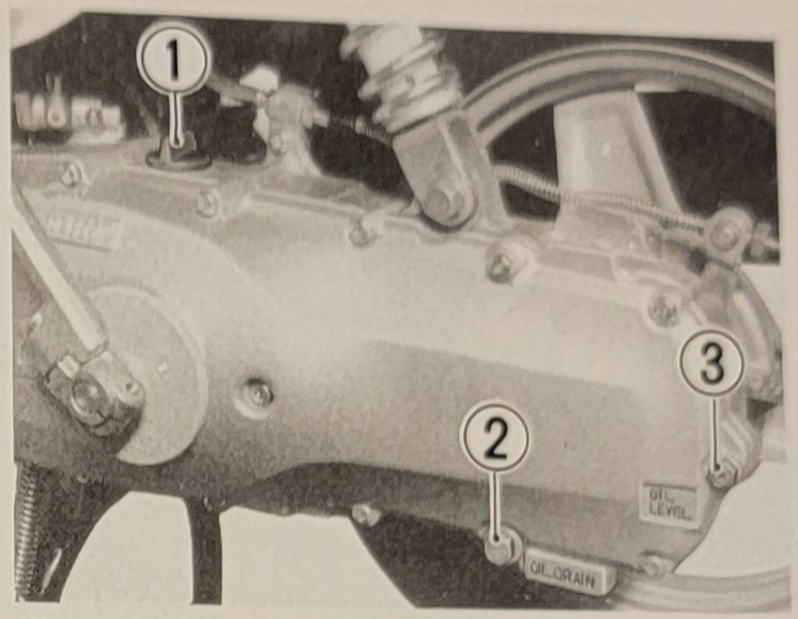


The oil tank holds 1.2 L (1.3/1.1 US/Imp qt) of oil.

Be sure to check oil level before starting the engine. The "E" mark indicates the oil tank is empty or nearly so. The "F" mark indicates the oil tank is full. If the oil level is found below replenish the oil tank with the recommended oil.

CAUTION:
A burnt engine is usually a result of engine starting with no oil in it. Check the oil before starting and avoid costly damage.

TRANSMISSION OIL



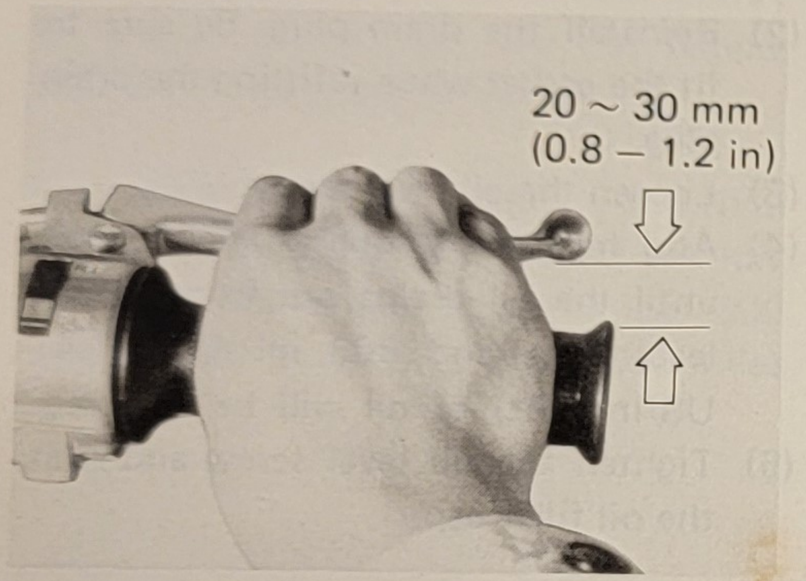
① Filler cap
② Drain plug
③ Oil level screw

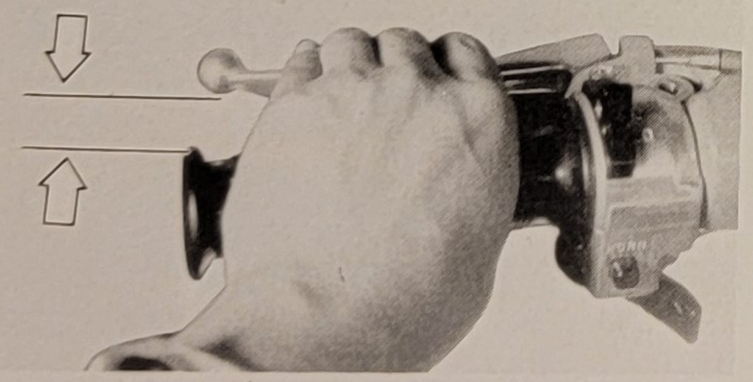
Oil in the transmission deteriorates and its lubricating performance decreases if it is used too long. Change oil initial 600 miles (1,000 km) and every 2,000 miles (3,000 km) in the following manner.

(1) Remove the oil filler cap and the oil drain plug located on the bottom of the engine and drain all the used oil. To accomplish this completely and quickly, drain the used oil while the engine is warm and the viscosity is low.
(2) Reinstall the drain plug. Be sure to fit the gasket when refitting the drain plug.
(3) Loosen the oil level screw.
(4) Add fresh oil through the filler hole until the oil drains out from the oil level hole and 800 ml (1.69/1.41 US/Imp pt) of oil will be required.
(5) Tighten the oil level screw and refit the oil filler cap.

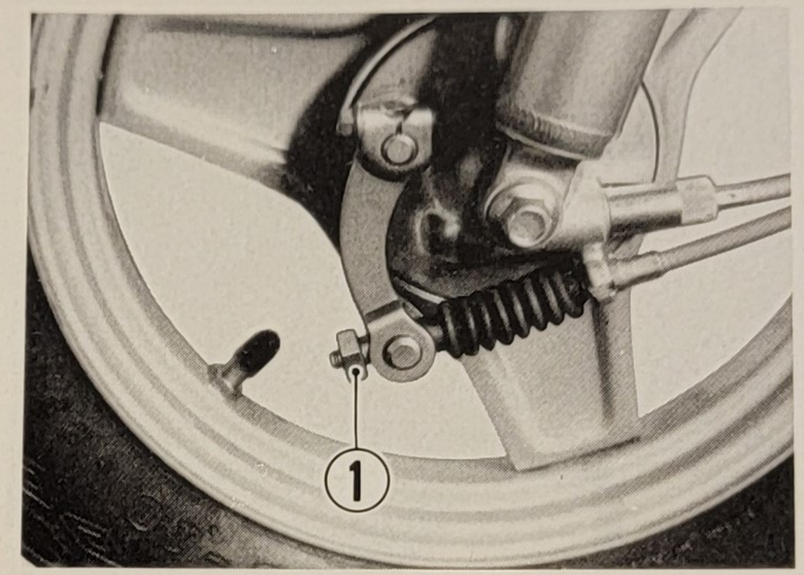
CAUTION:
Be sure to always use the specified transmission oil described on page 14.

BRAKES





Initial 600 miles (1,000 km) and every 2,000 miles (3,000 km), check the brakes as follows:

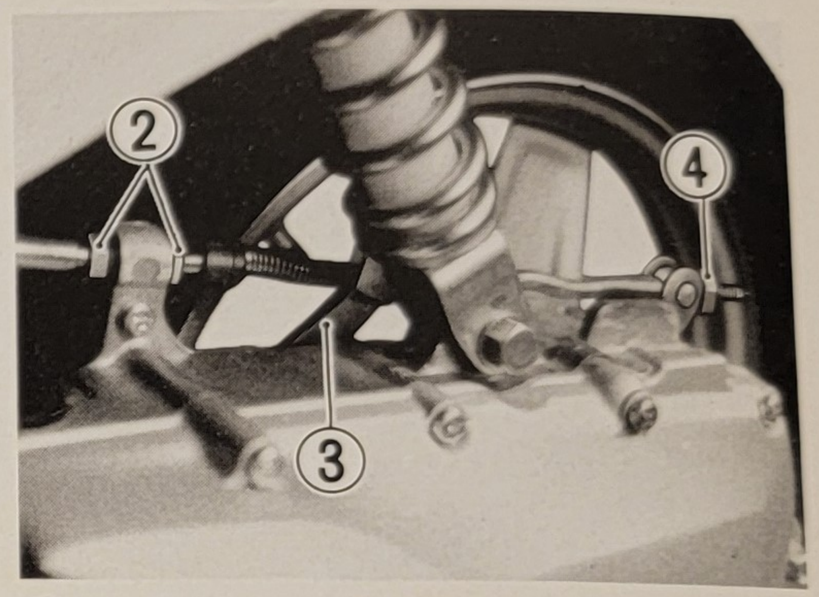


① Front brake adjusting nuts

FRONT BRAKE

(1) Measure the amount of the front brake lever distance between the brake lever end and throttle grip when the brake is operated. The distance should be 20 – 30 mm (0.8 – 1.2 in.).

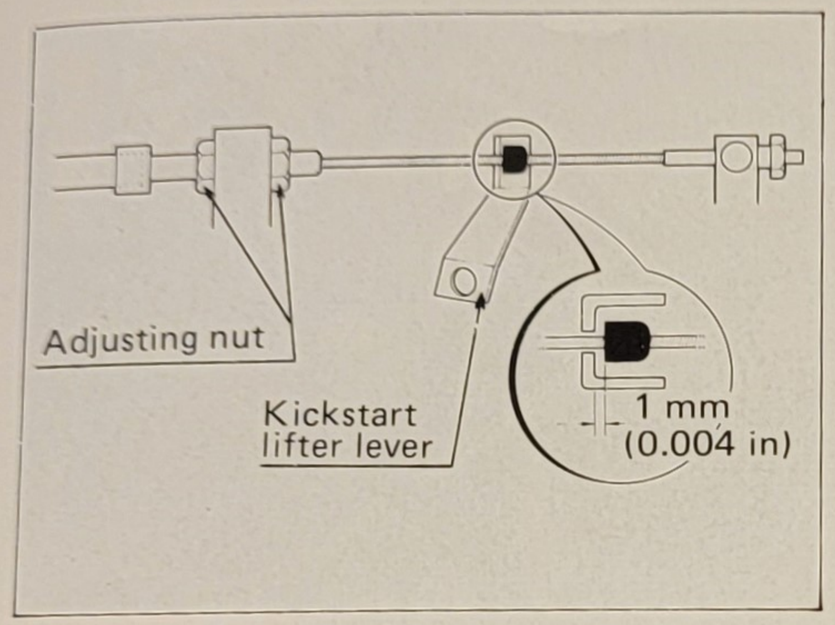
(2) If adjustment is necessary, adjust the distance to the specified value by turning in or out the front brake cable adjusting nut.



② Kickstart lifter lever adjusting nut
③ Kickstart lifter lever
④ Rear brake adjusting nut

REAR BRAKE

(1) Measure the amount of the rear brake lever distance between the brake lever end and the grip when the brake is operated. The distance should be 20 – 30 mm (0.8 – 1.2 in.).



(2) Adjust the kickstart lifter lever play 1 mm (0.04 in.) by turning in or not the adjusting nuts.

WARNING:
Brakes are items of personal safety and should be maintained in proper adjustment.

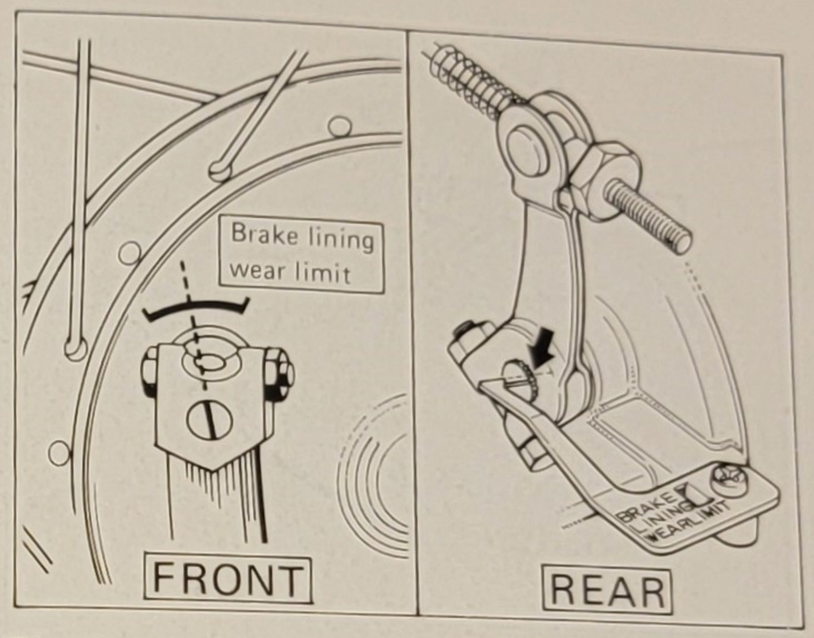


Fig. A
The extension line of the index mark is within the range.

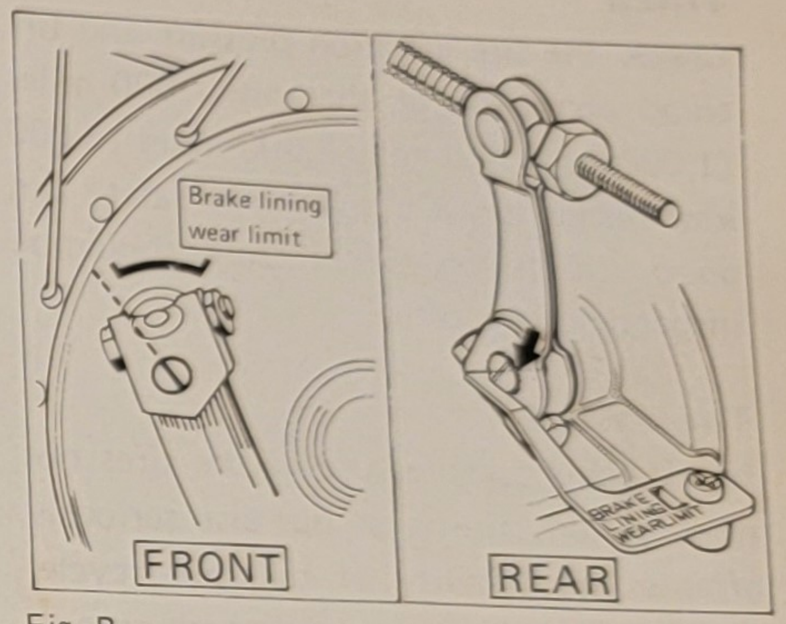


Fig. B
The extension line of the index mark is out of the range.

BRAKE LINING WEAR LIMIT

This motorcycle is equipped with the brake lining wear limit indicators on both front and rear brakes. As shown in the figure A, at the condition of normal lining wear, the extension line of the index mark should be within the range. To check wear of the brake lining, perform the following:

1) Check if the brake system is properly adjusted.
2) While operating the brake, check to see that the extension line of the index mark is within the range.
3) If the extension line is beyond the range as shown in the figure B, have the brake shoe assembly replaced by your SUZUKI dealer to insure safe operation.

TIRES

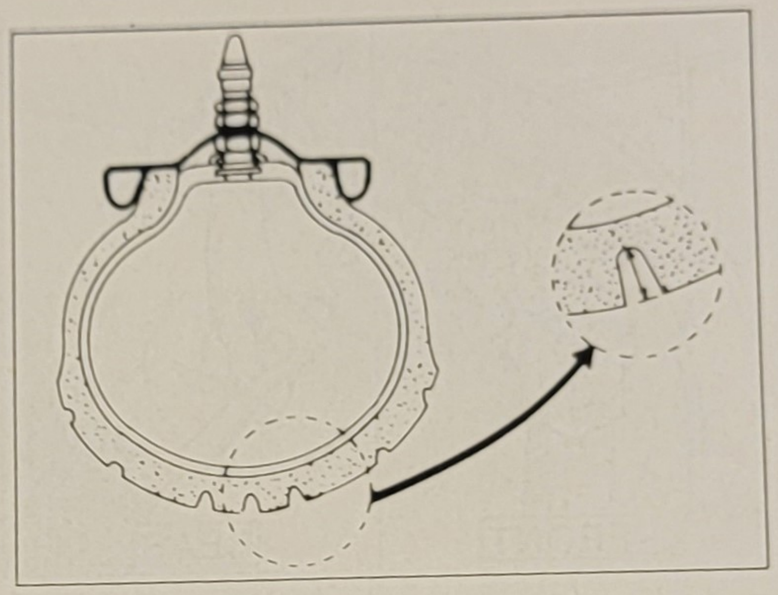
Check the tire inflation pressure and tire tread condition at the initial 600 miles (1,000 km) and each 2,000 miles (3,000 km) inspection. For maximum safety and good tire life, the tire pressures should be inspected more often.

Tire pressure

Insufficient air pressure in the tires not only hastens tire wear but also seriously affects the stability of the motorcycle. Under inflated tires make smooth cornering difficult and overinflated tires decrease the amount of tire in contact with the ground which can lead to skids and loss of control. Be sure that the tire pressure is within the specified limits at all times. Tire pressure should only be adjusted when the tires are cold.

COLD INFLATION TIRE PRESSURE

Normal solo riding	
FRONT	REAR
1.25 kg/cm^2 18 psi 125 kPa	1.75 kg/cm^2 25 psi 175 kPa

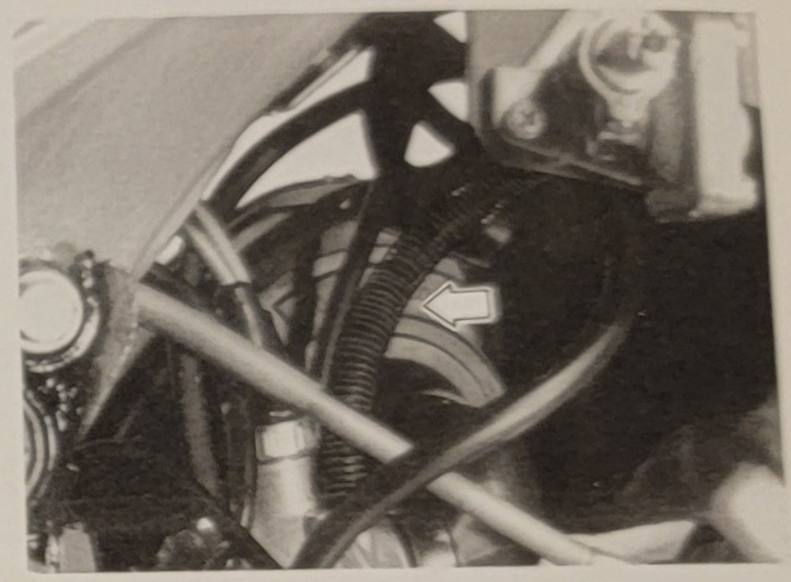


Tire tread condition

Operating the motorcycle with excessively worn tires will decrease riding stability and can lead to loss of control. It is recommended that the front and rear tires be replaced when the remaining depth of tire read becomes 1.6 mm (0.06 in.) or less.

WARNING:
The standard tire on this motorcycle is 2.75-10-2PR in front and rear. The use of a tire type which is other than original equipment can lead to stability problems.

FUEL LINES

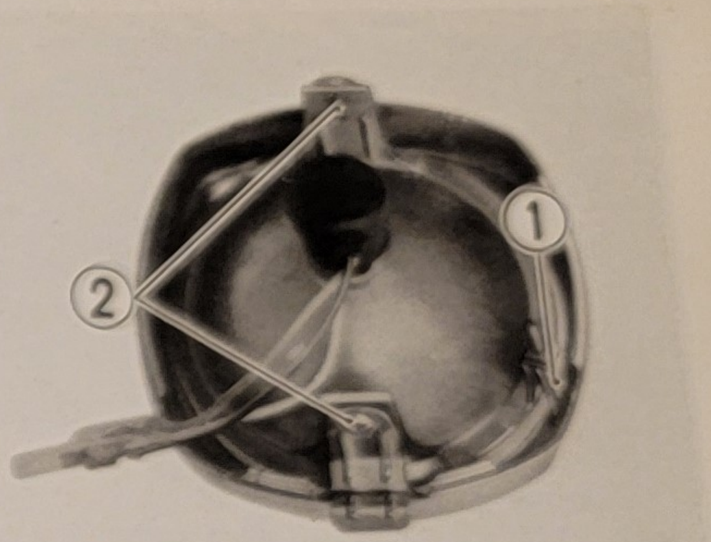


Replace the fuel hoses every two years.

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown on the chart below. When replacing a burned out bulb, always use the exact same wattage rating. Using other than the specified rating can result in overloading the electrical system or premature failure of a bulb.

Headlight	6V 20/20W
Tail/Brake light	6V 5.3/17W (3/21 cp)



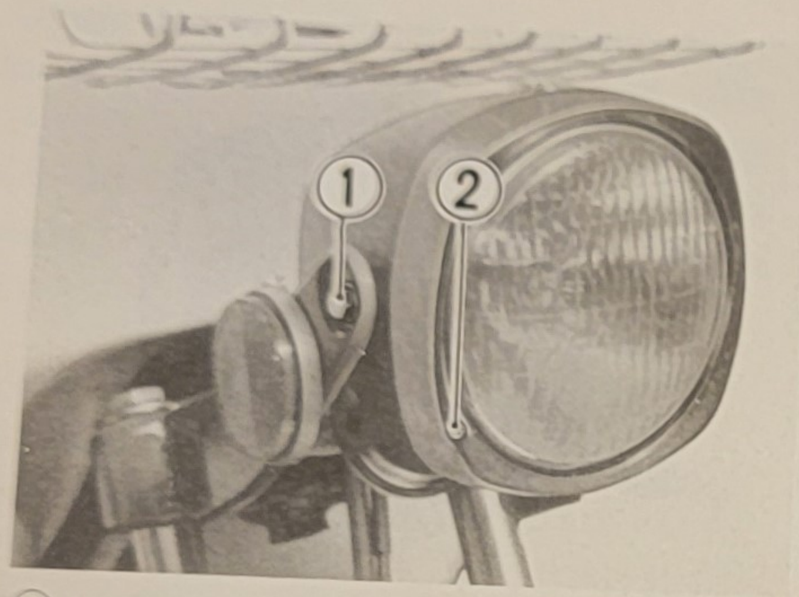
① Horizontal line adjusting screw
② Securing screw

HEADLIGHT

To remove the headlight perform the following steps:

(1) Remove the screw from the outer headlight ring. Remove the headlight assembly.
(2) Remove the headlight from the wiring harness connectors.
(3) Remove the horizontal line adjusting screw and securing screws.
(4) To reinstall the headlight assembly, simply reverse the above sequence listed.

WARNING:
After remounting the headlight assembly, be sure to check the horizontal adjustment.



① Headlight fitting bolt
② Horizontal line adjusting screw

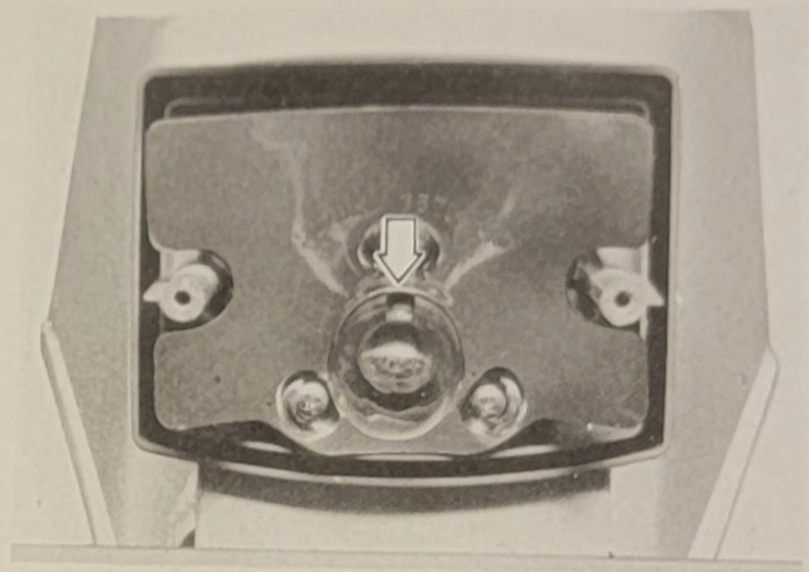
HEADLIGHT ADJUSTMENT

VERTICAL LINE ADJUSTMENT

Adjust the beam vertically by loosening the headlight fitting bolts.

HORIZONTAL LINE ADJUSTMENT

Adjust the beam horizontally by turning the adjusting screw located on the left side of the headlight unit.



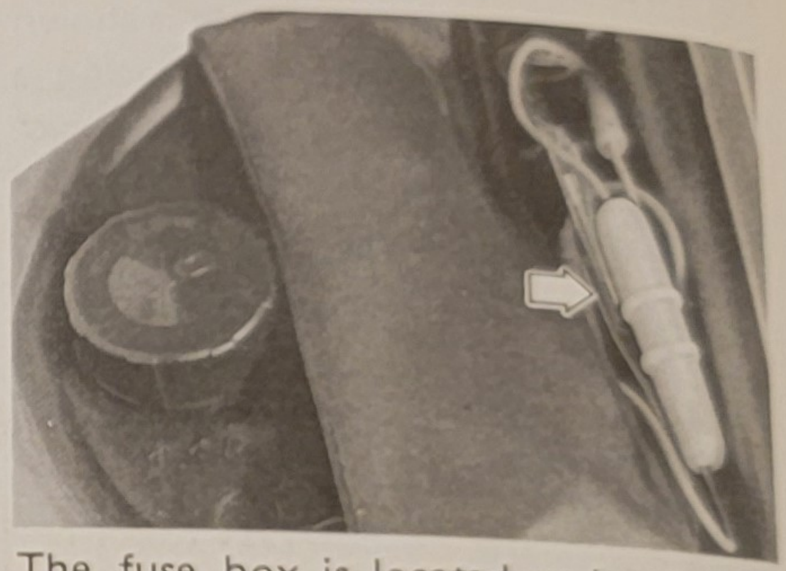
TAIL/BRAKE LIGHT

To replace the tail/brake light bulb, follow these directions:

(1) Remove the two screws and take off the lens.
(2) Push the bulb in, twisting it to the left until the engagement pins are disconnected and remove the bulb. To fit the replacement bulb into position, push the bulb in firmly and twist it to the right while pushing in.

CAUTION:
When replacing the lens, do not overtighten the two securing screws.

FUSE



The fuse box is located under the seat. There is a fuse. If there is a sudden halting of the engine while running or any electrical system failure then the fuse must be checked. In case the fuse blows there is one spare fuse, a 10A fuse.

CAUTION:
Always be sure to replace the blown fuse with the correct amperage fuse. Never use a substitute, for example aluminum foil or wire, to replace a blown fuse. If the spare fuse installed blows in a short period of time it could mean that you have a major electrical problem. You should consult your Suzuki dealer immediately.

If the engine refuses to start, perform the following inspections to determine the cause.

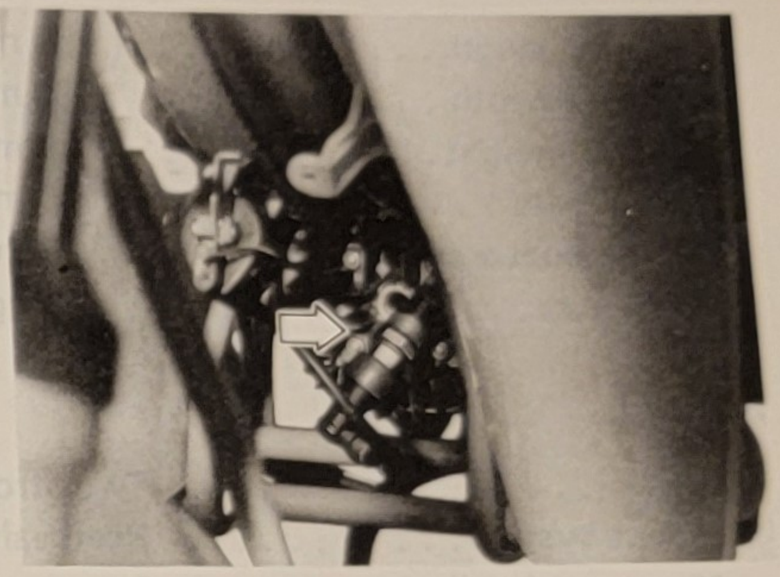
(1) Is there enough fuel in the fuel tank?
(2) Is the fuel reaching the carburetor from the fuelcock.
(3) Disconnect the fuel line from the carburetor, turn the fuelcock to the "PRIME" position and see if gasoline flows from the hose.
(4) Then turn the fuelcock to the "ON" position and crank the engine for a brief moment and see if fuel still flows.
(5) If it has been determined that fuel is reaching the carburetor, the ignition system should be checked next.

WARNING:
Do not allow the fuel to spill, catch the fuel in a container.

(1) Remove a spark plug and re-attach it to the spark plug lead.
(2) While holding the spark plug firmly against the engine, squeeze the rear brake lever and depress the kick start lever with the ignition switch in the "ON" position and the engine kill switch in the "RUN" position. If the ignition system is operating properly, a blue spark should jump across the spark plug gap. If there is no spark, consult your Suzuki dealer of repairs.

WARNING:
Do not hold the spark plug close to the open spark plug hole in the cylinder head as gasoline vapor inside the cylinder could be ignited, creating a fire hazard.

ENGINE STALLING



(1) Check the fuel supply in the fuel tank.
(2) Check the ignition system for intermittent spark.
(3) Check the engine idle speed.

It is best to consult your Suzuki dealer before attempting to troubleshoot any problem. If the machine is still within the warranty, then the Suzuki dealer should definitely be consulted before any repairs are attempted on the machine by yourself. Tampering with the machine while in warranty may affect warranty consideration.

SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length	1 580 mm (62.2 in)
Overall width	635 mm (25.0 in)
Overall height	980 mm (38.6 in)
Wheelbase	1 100 mm (43.3 in)
Ground clearance	100 mm (3.9 in)
Dry mass	55 kg (121 lbs)

ENGINE

Type	Two-stroke, air-cooled
Intake system	Reed valve
Number of cylinder	1
Bore	41.0 mm (1.614 in)
Stroke	37.4 mm (1.472 in)
Piston displacement	49 cm^3 (3.0 cu. in)
Corrected compression ratio	6.1 : 1
Carburetor	MIKUNI VM14SH, single
Air cleaner	Polyurethane foam element
Starter system	Primary kick
Lubrication system	SUZUKI "CCI"

TRANSMISSION

Clutch		Wet shoe, automatic, centrifugal type
Transmission		2-speed
Gearshift pattern		Automatic type
Primary reduction		1.000
Final reduction		7.530
	(chain)	2.384 (31/13)
	(gear)	3.157 (60/19)
Gear ratios,	Low speed	2.137 (62/29)
	High speed	1.421 (54/38)
Drive chain		DAIDO D.I.D.270H, 64 links

CHASSIS

Front suspension	Telescopic, oil dampened
Rear suspension	Swinging arm, oil dampened
Steering angle	50° (right & left)
Caster	63° 00′
Trail	65 mm (2.56 in)
Turning radius	1.6 m (5.2 ft)
Front brake	Internal expanding
Rear brake	Internal expanding
Front tire size	2.75-10-2PR
Rear tire size	2.75-10-2PR

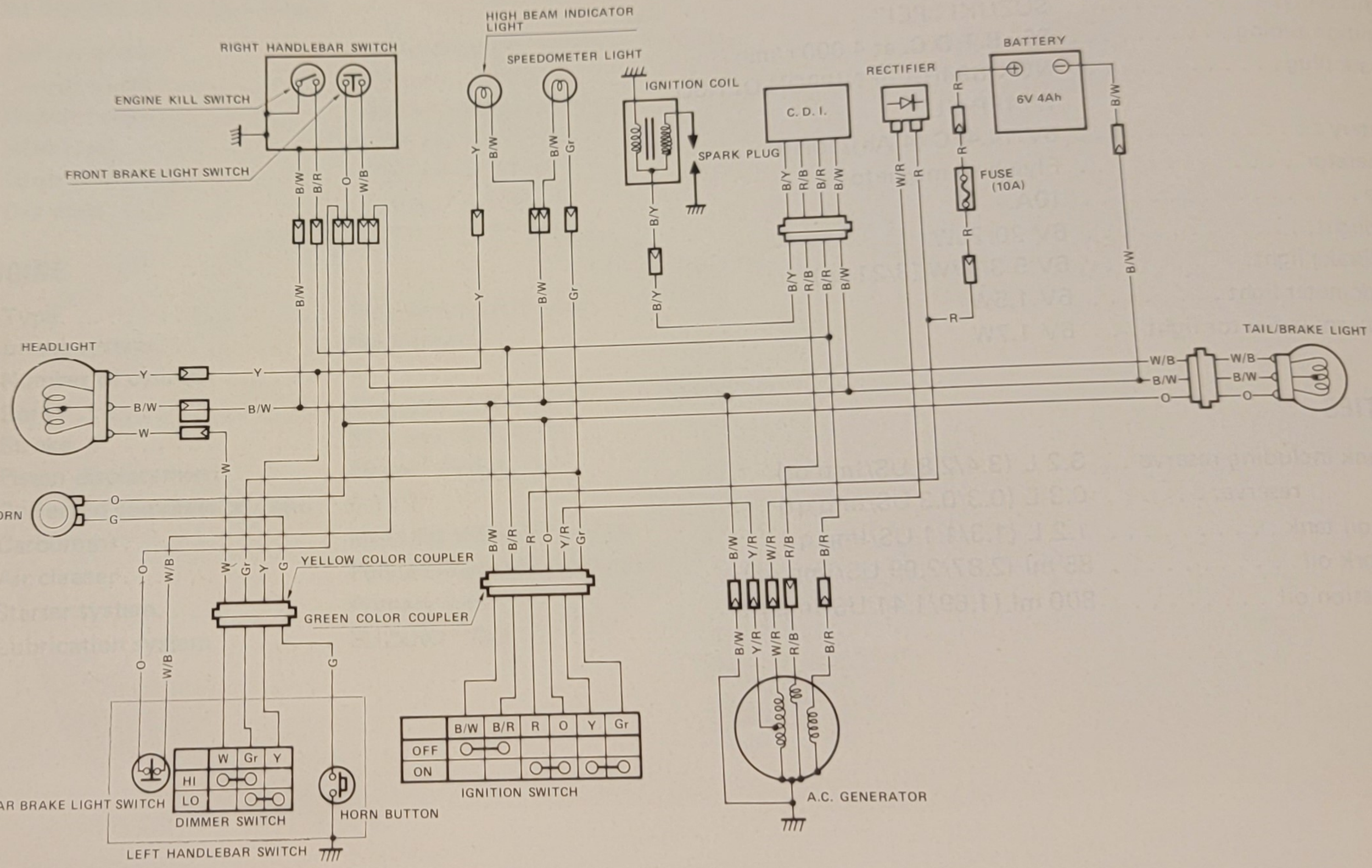
ELECTRICAL

Ignition type	SUZUKI "PEI"
Ignition timing	25° B.T.D.C. at 4 000 r/min
Spark plug	NGK BP4HA or NIPPON DENSO W14FP-UL
Battery	6V 14.4kC (4 Ah)/10HR
Generator	Flywheel magneto
Fuse	10A
Headlight	6V 20/20W
Tail/Brake light	6V 5.3/17W (3/21 cp)
Speedometer light	6V 1.5W
High beam indicator light	6V 1.7W

CAPACITIES

Fuel tank including reserve	3.2 L (3.4/2.8 US/Imp qt)
reserve	0.3 L (0.3/0.3 US/Imp qt)
Engine oil tank	1.2 L (1.3/1.1 US/Imp qt)
Front fork oil	85 ml (2.87/2.99 US/Imp oz)
Transmission oil	800 ml (1.69/1.41 US/Imp pt)

WIRING DIAGRAM



WIRE COLOR

G	Green
Gr	Gray
O	Orange
R	Red
W	White
Y	Yellow
B/R	Black with Red tracer
B/W	Black with White tracer
B/Y	Black with Yellow tracer
R/B	Red with Black tracer
W/B	White with Black tracer
W/R	White with Red tracer
Y/R	Yellow with Red tracer

SUZUKI MOTOR CO., LTD.

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